

Message Text

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ACTION EB-08

INFO OCT-01 ARA-14 ISO-00 CIAE-00 COME-00 DODE-00
DOTE-00 FMC-02 INR-10 NSAE-00 CG-00 DLOS-09
OES-09 XMB-04 /057 W
-----092901 050527Z /15

R 032045Z AUG 78
FM AMEMBASSY BRASILIA
TO SECSTATE WASHDC 8537
INFO AMCONSUL RIO DE JANEIRO
AMCONSUL SAO PAULO

UNCLAS BRASILIA 6109

E.O. 11652: N/A
TAGS: EWWT, BR
SUBJECT: SEA-LAND - O GLOBO ARTICLE AUGUST 3

FOLLOWING IS INFORMAL EMBASSY TRANSLATION OF ARTICLE
ENTITLED "SEA-LAND MAY OPEN CONTAINERS ON BOARD SHIP"
WHICH APPEARED IN O GLOBO ON AUGUST 3:

BEGIN TEXT: THE AMERICAN FIRM SEA-LAND MAY USE
35-FOOT CONTAINERS IN THE US/BRAZIL TRADE, SO LONG AS
THE CONTAINERS ARE NOT TRANSFERRED TO BRAZILIAN PORTS
BUT RATHER ARE OPENED ON BOARD SHIP WITH THE CARGO
UNLOADED IN THE TRADITIONAL MANNER BY STEVEDORES. THE
INFORMATION WAS PROVIDED BY A SOURCE IN THE MARITIME
SECTOR IN RESPONSE TO THE DIFFICULTY THE FIRM IS HAVING
IN USING STANDARD CONTAINERS AND IN MODIFYING ITS
VESSELS TO COMPLY WITH BRAZILIAN LEGISLATION.

AS IS KNOWN, IT WAS THE REFUSAL OF THE BRAZILIAN
GOVERNMENT TO PERMIT THE OPERATION OF SEA-LAND'S
35-FOOT CONTAINERS THAT PROVOKED A CRISIS BETWEEN
THE TWO COUNTRIES, WHICH CULMINATED IN THE PROHIBITION
OF THE FINANCING OF FREIGHT CHARGES FOR BRAZIL BY
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EXIMBANK, A MEASURE WHICH WAS SUSPENDED IN THE END.
BRAZIL ONLY PERMITS THE TRANSIT IN ITS TERRITORY OF
CONTAINERS OF 10, 20, 30 AND 40 FEET, BECAUSE IT
BELIEVES THAT DIFFERENT UNITS COULD CREATE CAPTIVE
CLIENTS.

DIRECTORS OF THE PORT SECTOR SAID THAT THE

OPENING OF CONTAINERS ON BOARD--WHETHER STANDARDIZED CONTAINERS OR NOT--IS NOT ILLEGAL. ACCORDINGLY, SEA-LAND COULD BRING ITS 35-FOOT CONTAINERS TO BRAZIL BUT NOT HAVE THEM IN TRANSIT ON BRAZILIAN TERRITORY. IN THE MIDDLE OR LONG TERM, THE FIRM WOULD BUY STANDARDIZED SHIPS AND CONTAINERS TO ATTEND TO THE BRAZILIAN TRADE, BECAUSE EMPTYING THE CONTAINER ON BOARD SHIP LIMITS THE USE OF THE SHIP AND INCREASES THE GENERAL COST OF THE TRIP AND IS NOT A FINAL SOLUTION TO THE PROBLEM.

END TEXT.

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Message Attributes

Automatic Decaptoning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: LAND, TRANSLATIONS, CONTAINERS
Control Number: n/a
Copy: SINGLE
Draft Date: 03 aug 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 jan 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978BRASIL06109
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780321-0210
Format: TEL
From: BRASILIA
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780899/aaaadfjd.tel
Line Count: 74
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 0804366a-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 29 mar 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 1840603
Secure: OPEN
Status: NATIVE
Subject: SEA-LAND - O GLOBO ARTICLE AUGUST 3 FOLLOWING IS INFORMAL EMBASSY TRANSLATION OF ARTICLE ENTITLED \'SEA-LAND MAY OPEN CONTAINERS ON BOARD SH
TAGS: EWWT, BR
To: STATE
Type: TE
vdkgwkey: odbc://SAS/SAS.dbo.SAS_Docs/0804366a-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014